II. THOROUGHFARE PLANNING

Basic Principles

The urban street system typically occupies 25 to 30 percent of the total developed land in the urban area. Since the system is permanent and expensive to build and maintain, extensive care and foresight are needed in its development. Thoroughfare planning is the process used by public officials to assure the development of the most logical and appropriate street system to meet future travel desires. The major steps involved in the thoroughfare planning process are:

(1) ***Collection of data*** concerning existing physical development and travel desires within the area.
(2) ***Development of a (computer) model*** which reflects present travel desires.
(3) ***Prediction of future socioeconomic data,*** and computation of future travel desires using the computer model.
(4) *Evaluation* of the adequacy of the existing street system in serving present and future travel.
(5) ***Formulation of the best thoroughfare plan,*** on the basis of travel demand, economic benefits, and environmental considerations, to meet future travel desires.
(6) ***Development of construction priorities*** for plan implementation.
(7) ***Implementation*** of the plan.

Purpose of Planning

There are many benefits to be gained from thoroughfare planning, but the primary objective is to assure that the street system will be progressively developed in such a manner as to adequately serve future travel desires. Thus, the cardinal concept of thoroughfare planning is that provisions be made for street and highway improvements so that as needs arise, feasible opportunities to make improvements exist.

Some of the benefits derived from thoroughfare planning are:

(1) Each street can be designed to perform a specific function. This permits savings in right-of-way and construction costs; and encourages stability in travel and land use patterns.

(2) Local officials and citizens are informed as to future improvements. Public facilities can be better located; and damage to property and appearance can be minimized (for example: buildings and plants can be located to permit future street widening).